

# Utah Department of Transportation

## Region Four

## Newsletter

Spring 2016



Rick Torgerson

Region Four Director

## Welcoming In a New Season

By Rick Torgerson

It is time to usher out winter and welcome spring and summer. Here is your spring newsletter !

This newsletter focuses on a variety of items that our Region is currently engaged with. You will find inside articles on our recent Silver Barrel Awards for innovation and great public service. Spotlights on our Asset Management Team and our Shops. As well as recent employee retirements, GIS information and kudos we have received from the public for the outstanding dedication from our employees.

I hope you enjoy this newsletter and as we move into a heavy construction season, always be safe in the different work environments we encounter !

### Strategic Goals

Zero Crashes, Injuries and Fatalities.

Optimize Mobility.

Preserve Infrastructure.

SHARE  
THE  
ROAD  
TO  
ZERO



### UDOT CORE VALUES

- \* Trust
- \* Dedication
- \* Passion
- \* Integrity
- \* Fiscal Responsibility
- \* Public Responsiveness

### MISSION:

*Innovating transportation solutions that strengthen Utah's economy and enhance quality of life.*

## Emery County Woman Rescued After Crashing Into Ferron Creek

FERRON, Emery County — A woman who crashed into an Emery County creek earlier this month had to be pulled from her partially submerged car in an impromptu rescue operation that wasn't made public until Wednesday.

The woman was driving on state Route 10 in Ferron on Nov. 12, when her car left the roadway and ended up in Ferron Creek, according to Emery County sheriff's spokeswoman Janalee Luke. A teenage girl riding a motorcycle to a friend's house saw the car go off the road and into the creek, Luke said.

Ferron firefighter Andy Deto, who called dispatchers and then went to the crash site. Sheriff's deputy Boe Minchey was four blocks away when dispatchers broadcast the call. He reached the crash "in a matter of seconds," Luke said.

"Deto was already in the river," she said.

"Minchey jumped the fence to assist."

While Deto broke out a car window, Minchey went back to his patrol vehicle for medical sup-

plies needed to stabilize the woman, Luke said. **Jeremy**

**Larsen, a Utah Department of Transportation**

**employee, passed the crash at that point and stopped to help, entering the creek as well.**

"Rescuers were in waist deep, freezing water," Luke said.

The 55-year-old woman was pulled from the car and taken by ambulance to Castlevue Hospital in Price, complaining of chest and back pain. Utah Highway Patrol investigators are still trying to determine what caused the crash.

The woman is fortunate someone saw the crash happen, Luke said.

"(Her) vehicle was not visible from the roadway and could have gone undetected for a long time had it not been for the juvenile witnessing the accident," Luke said, adding that even though she works in the same office with Minchey and others involved in the rescue, none of them mentioned it to her until this week.

"When I asked them why, they never told me, they said, **'It's just all in a day's work,'**" Luke said.



—Jeremy Larsen



## Portable Variable Speed Limit Technology

UDOT's commitment to safety is demonstrated with the strategic goal that we will not rest until we achieve zero crashes, injuries and fatalities. This group of individuals exemplify this commitment through their implementation of Portable Variable Speed Limit (PVSL) technology in both construction and maintenance projects in Region 4.

Implementing a new technology is never an easy undertaking. It took extensive research and engineering in both the planning and construction phases of these projects to allow the utilization of the PVSL technology to significantly reduce the posted speed limit within the Active Work Zone. Reducing the posted speed limit is simple, but obtaining compliance through a reduced operating speed is a much more difficult feat. These projects were able to attain excellent compliance with a significantly reduced regulatory speed, up to 35 mph depending on the project type and location. Additionally, speed studies performed showed that speed harmonization was achieved with vehicles travelling +/- 15 miles per hour of the 85<sup>th</sup> percentile speed limit. For drivers, travelling closer to the same speed can decrease crashes; smaller variability provides drivers with consistent conditions and decreases unexpected speed drops. Significantly reducing the operating speeds in the Active Work Zone while maintaining speed



harmonization made these work zones safer for both the highway workers and the travelling public.

The ancient Greek writer Sophocles said that "quick decisions are unsafe decisions". The individuals went above and beyond the normal engineering requirements for their respective projects. Their efforts of thoroughly researching and understanding the speed reduction concepts prior to implementation in the Active Work Zone allowed the Department to obtain a high compliance from motorists. The key was to implement the PVSL technology and large speed reduction only in Active Work Zones so motorists could connect the speed drop with improved public and crew safety. PVSL is more difficult to implement than simply reducing the posted speed limit by the standard 10 miles per hour, but the efforts put forth by these individuals, made the technology for their respective construction and maintenance projects a success.

Central Construction wants to recognize their efforts of utilizing this new technology to increase safety for both the travelling public and highway workers by awarding them with a Silver Barrel Award.

\* \* \*

Continued...

# Silver Barrel Award Winner Photos. . .



Anne Ogden



#4763- Bill Powell, Ryan Anderson, Clark Burr, Brett Anderson, Randy Obray



Brent Beach



#4473– Todd Abbott, Ryan Christison, Josh Brooks, Alan Harvey, Josh Macfarlane, Boyce Mulder, Jason Reynolds, Justin Cannon, Dusty Rogerson



#4765– Lief Condie, Tyrell Wood, Susie Sasser, Tracy Kirkham, Kendall D. Gubler, Kilee Gale



# Region 4

## Asset Management Team

by Mike Miles

The Asset Management group is part of the Materials Division. These are the guys that gather all of the data that determines the priority in which we plan and do our road projects. Whether its data from cutting cores, data that is electronically gathered that tells us about the road surface, or talking to our maintenance crews, it is all used to determine where the work needs to be done next. Right now they are evaluating a new data gathering to called GPR (Ground Penetrating Radar). It looks very promising and in the future could save us a lot of time and money evaluating the pavement preservation needs. This crew is made up of Jared Dastrup, Gale Davis (in Cedar City), and Mike Blotter.

Gale Davis works in Cedar City and is part of our Asset Management team. He helps Jared and Mike to analyze the

surface and to project ties. may not that a



road data set the priority. You know Gale is croon-

er. Yup, a bona fide rock and roll singer with his own band. He is one of very few who can get away with going to church every Sunday and to the bar every Friday and Saturday. In his spare time he likes to roam the hills looking for anything of interest. Jared Dastrup is the pavement management engineer and leads the group. You all know Jared by the hunting pictures he has shared with us. He enjoys getting out with his family and hunting or fishing whatever is in season. Just last

week he had a Klondike camp with his scouts. (Yes, he slept in the snow.) He likes to go to cross country and track meets to watch his kids run. He also has a son that is spending a couple of years near Vancouver, Washington.

I think most people know Mike Blotter.

When it comes to numbers and charts (dealing with money or data), he

knows his stuff. He has been an accountant or an analyst with the department for 26 years. He is a big help in determining how each project should be funded. It also helps that he knows how the maintenance budget works so that we can help in getting some of the issues fixed that couldn't ordinarily be funded with Code 1 money. In his spare time, he loves to sharpen his tools and carve his wood. Some of his work is amazing.

As a group, they work well together. They are pretty much self-directed and don't need much direction to do the right thing. Don't hesitate to contact them with your questions or concerns. As good as they are, they still don't know everything and need that information that only those see the road everyday can give them.



# Region 4—2015 Retirees

Daryl Lewis— 28 yr  
Robert Clark -28 yr  
Kevin Conover-33 yr  
Cathy Kendrick-30 yr  
Steven Kunzler-30 yr  
Dale Stapley- 32 yr  
Don Johnson- 35 yr  
Bob Cook- 30 yr  
Susan Austin- 30 yr  
Kurt Keisel- 30 yr



Robert Clark  
Lead Auto Worker

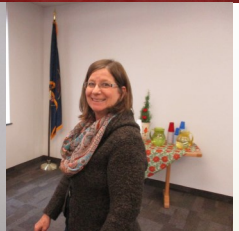


Susan Austin  
Station Supervisor





# Retirement Open House





# “Playing To Your Strengths”

By Mat Allred- UDOT Internal Communications Manager



We live in a society that is focused on what we need to be doing better. Lose weight, work harder, and give more. But constantly thinking about what we need to do better doesn't make us any happier, or better.

There has been a lot of talk lately in my world about strengths. How we can be happier if we use our strengths. How we will be more engaged at work if we use our strengths. How things just seem to come more naturally when we are strengths-based. But what does that mean? How should we define the word *strength*? Do we define it as physical strength? While some of us may seem happier if we can bench press 250lbs, I doubt that is it. Is it being emotionally strong? Being able to put up with just about anything? I think that maybe it is a little of both of those, and maybe more.

I think that we can, in general, describe “strength” as the ability to consistently provide near-perfect performance in a specific activity. What are you consistently good at? What do you do better than most people? Can you solve problems better than most? Are you a better shot? Do you communicate well? Are you a “thinker”? These are all strengths. Aren't we happier when we are using our strengths?

I read a survey that said that when we are using our strengths, we are **six times** more likely to be engaged in our job, and **three times** more likely to say that we have an *excellent quality of life*. But, what if we don't know what our strengths are? What if we don't truly understand what we are good at? At UDOT, we have been helping our employees better understand their individual strengths by using a program called StrengthsFinder. There are many rea-

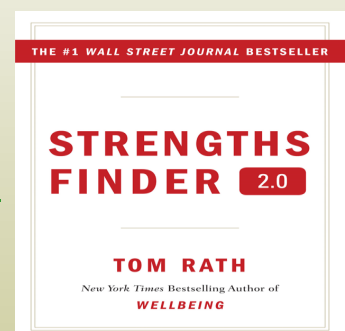
sons why we use StrengthsFinder. In a culture that has focused on developing or fixing our weaknesses, the StrengthsFinder invites you to focus on what is right-- and strong-- about *you*. Because of this, we use StrengthsFinder to help build strong people, strong teams and a strong culture.

I took the StrengthsFinder for the first time in 2012. It changed my life! I realized that having empathy for someone didn't mean that I was sympathetic or that I felt bad for them (even though sometimes I did), but it was actually a tremendous asset. I learned that having a strong belief system gave me an advantage, and that always looking for healthy competition made me stronger. Over the years, I had taken other “personality tests”, but none of them even came close to describing me the way StrengthsFinder did.

If you have taken the StrengthsFinder test already (many of you have), dust off the results and re-read them. Understand what they mean, and get to know yourself again. Learn the strengths of those you work with and help them do what makes them great! Doing so will make you happier and more productive. If you haven't taken the assessment, look into it. I'm happy to answer any questions you have and help to point you in the right direction.

[matallred@utah.gov](mailto:matallred@utah.gov)

[www.strengthsfinder.com](http://www.strengthsfinder.com)





# The Latest Segment of the Southern Parkway Complete

The Utah Department of Transportation (UDOT) has opened the newest segment of State Route 7 also known as the Southern Parkway to motorists and cyclists.

The latest segment extends a connection from Sand Hollow Reservoir



on the north, to the St. George Airport and beyond to Exit 2 on I-15 to the south and west. Prior to this connection motorists had to exit the parkway and use local streets through the City of Washington to make the loop from Hurricane City.

Construction of the new roadway, valued at \$21-million, includes a single lane in each direction with shoulder space for alternative transportation and connects previously constructed interchanges at Warner Valley and Washington Dam Road. The project design and recent construction also provide the foundation and corridor for future lanes and local connections as demand grows in Eastern and Southern Washington County.



The project was built using state funding with the addition of \$220-

thousand of local funds for betterments.

Construction of the Southern Parkway began in Fall 2007 with an interchange at milepost 2 on Interstate 15, a local

interchange adjacent to I-15, and ground work for a divided expressway extending east toward St. George's River Road.



Pavement on the first seven-and-a-half miles of State Route 7 reached the new St. George Airport by September 2010. By January 2014, a segment immediately north of the airport to Washington City and one near Sand Hollow added an additional seven miles of pavement and brought the number of interchanges up to seven. The new segment now brings the total number of continuous roadway miles through Eastern and Southern Washington County up to 19.

Future expansion of lanes and an extension of the Southern Parkway up to State Route 9 are not currently funded for construction.



WOOTBRAVO! YEAH-BABY!



# Kudos!

While returning from a business trip in California, I ran into a storm just north of Beaver on December 16th. My windshield wipers froze, the fluid froze and my windshield was completely covered. I was blind! I carefully pulled over, got out to try to clean the blades and windshield. A snow plow pulled up behind me, informing me I was blocking an off ramp, which I couldn't see. He saw my problem, helped clear the blades and windshield. He then suggested I return to Beaver, as the road was worse ahead. He then had me follow him back to Beaver, where we stayed until the next early afternoon. My associate and I felt safe staying behind your driver. I don't know if his actions are part of your training or not, but it was very much appreciated. With the upcoming storm, I am reminded how grateful I am for your crews.

~ Judy Gunn (a great grandmother in her 70's)

**\*\* Note from Carlos**

*Rick— I don't know who the driver was that helped out Judy, but I know that is just the way our people are. "They bleed orange".*

*Thank all of your folks for the great work they do.*



**Jared Hillhouse**

Woot woot!! Give it up for [@UtahDOT](#) and [@Sanjuancountyut](#) for their great job with the road snow plows in SJ County [#Utah](#) [#utwx](#) #



4:47 PM - 22 Dec 2015

**Hi Rick:**

**I just traveled from Page to Panguitch on US-89 and then on Hwy 20 to get to I-15.**

**Wow!!!!!! Can you please share a "thanks" for me to your plow crews? I was expecting some ice and snow in the travel lanes after the big storms this past week. They were perfectly clear. Even a majority of the shoulder lanes were clear!!**

**I'm very impressed and also thankful that I had safe, clear winter roads.**

**Thanks again! Have a good weekend ~ Lisa**

Hello- Tonight my family and I were traveling from New Mexico to Utah. We ran into some bad weather in the Cortez/Dove Creek, CO area and the roads were terrible. It was very stressful and scary. We were so pleased to hit the Utah border on Hwy 491 and have the roads be dramatically better. They had obviously been tended to with dirt and were far less dangerous and icy than the CO roads. I just wanted to let you know how much we appreciate the work you are doing. It has made our trip much easier and more pleasant knowing we are safer. Thank you! Keep up the good work!!! ~ Christine



Another—

## FABULOUS EMPLOYEE

You have a terrific employee in Blaine [Allen], Thompson Shed. He drives the truck that picks up highway rubber. On 3/21/16, I was stranded with a flat tire and no cell service. He happened by, changed my tire, wouldn't take any money for it, and was nice as can be. I can't thank him enough!

-Debra Smith



### The Optimist:

The glass is half full.

### The Pessimist:

The glass is half empty.

### The Engineer:

The glass is twice as big as it needs to be.



HOW TO PLAY- The **first** 10 individuals that can correctly name ALL individual in this construction crew will win a prize !

Put on your thinking caps....email Michelle with the names !  
(mcrofts@utah.gov)

Name The Crew....and  
**WIN !!**



## 2015-2016 Region 4 Snow School by Matt McDonnell

Our Region 4 trainers, Rod Asay, Gary Orton and Matt McDonnell, put on a Snow School, in December, that was held in Purgatory, Cedar City, Richfield, Price and Moab. The top-

ics covered were snow policies, accident procedures, winter survival, equipment operations, automated vehicle locators, polar flex blades, and vehicle/station security. Thanks to all the crews for their attendance and participa-

tion. Special thanks to Bryan Blood, Brandon Klenk and Ryan Ellsworth.





# OUR SHOP GUYS !!!

Our Cedar Shop has had a lot of changes over the last couple of years. Rick Sparkman has been

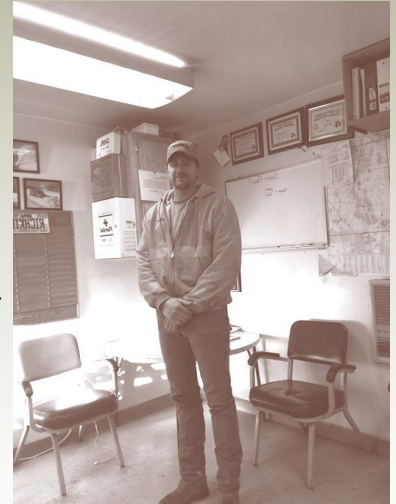


with UDOT over 9 years and took the Shop Supervisor position in December, 2014. Ron Grundy has been with UDOT for 17 years as a Roving Mechanic. Adam Pace has been with UDOT 9 years and has many years of welding experience as well as mechanics. Lance Brinkerhoff has



been with UDOT over 5 years and works over the mountain out of Long Valley shed as a Roving Mechanic. Jason Spencer has been with UDOT

over 4 years and just took on the Lead Mechanic position this month and has many years of Roving Mechanic experience. Joel Sanderson has been with UDOT for over a year and brought a great deal of mechanical experience



to UDOT. Mike Prettyman, recently transferred to the Cedar Shop in January 2016 from the Price Shop and has been a great addition to our shop, with his years of mechanical experience. We, in



the Cedar shop feel we have a great team of employees who work well together as well as on their own. We are able to assist our fellow co-workers in the shop along with all the other shops in Region 4.

The group of guys in the Richfield Shop consist of Lyle Banks, Shop Supervisor who has put in 12 years with UDOT, coming from SUFCO.

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Kim Anderson has been with us for 32 years, an amazing welder. Grant Bastian came from Robinson Transport 9 years ago. Both Dave Cunliffe and Rickie Bradshaw have been with UDOT for 12 years, coming here from Sierra Motors in Delta and Wheelers, respectively.



Ryan Harris, (no longer the newbie), has worked with this crew for just over a year, coming from Stotz. John Rowley, serves as our Roving Mechanic, out of the Meadow shed. He will be with UDOT, going on 3 years, come June. Prior to that, he was at Sierra Motors in Delta. Our newest mechanic is Cameron Cowley, who had been summer help with UDOT, back in 2006 and 2007, came from IFA, and has worked less than a month for the State of Utah.

In the Price shop we have seven mechanics Craig Guymon, Chris Carter, Bruce Hansen, Torrey Harvey, Kory Nelson and not pictured David Farnsworth and Max Halls. Between the seven of them, they have a vast knowledge of heavy trucks, all types of construction equipment, mining equipment, hydraulic systems, welding, machining and fabrication and they pride themselves in not outsourcing equipment repairs or machining and fabrication. Craig started in 2010, coming

from Nielson Construction. Chris, owner/operator of TNC Farm Service, joined the UDOT Team in January, 2013. Bruce came from Rush Truck Center in 2012. Torrey and Kory, both left mine jobs to come to UDOT, in 2014 and 2015. David, who served in the US Army, started back in 2004 and Max, left San Juan County and started for the State of Utah in 1996.

This team of very experienced and knowledgeable mechanics are a huge part of Keeping Utah Moving. Next time you see one of these guys, in their dirty coveralls (proof of how hard they work), tell them THANKS !!!

**"Individuals play the game, but TEAMS beat the odds."**

**- SEAL Team saying...**



# Moving Forward with GIS

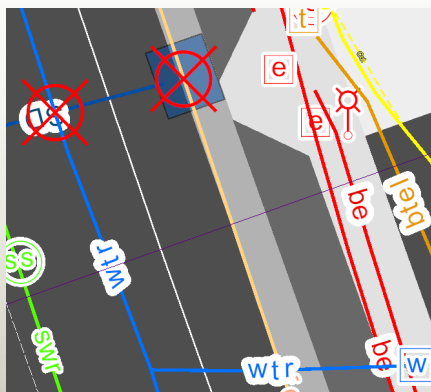
By Paul Damron— Region GIS Coordinator



Region 4 has been leading UDOTs collaborative efforts in GIS. Region 4 has went all in with the advancements in GIS/Geo-Enrichment Tools. UPlan has been a pivotal tool in reshaping how we assist all departments within UDOT. Region 4 GIS has produced many great GIS tools.

Some of these tools include:

- **Georeference ROW Plan and storing linear features in GIS**
- **Utility Matrix GIS Documentation**
- **Design CADD into an Enterprise GIS**
- **Facility Management Tool**



Our role in **Georeferencing ROW Plans** were within the development and continued conversion process from CAD to GIS. Our ROW department man-

ages this conversion with a GeoProcessing Model developed in GIS to help take all Microstation linear features and attributes into GIS. This tool has went statewide, however, only a few Regions are pushing their ROW data to GIS at this time. Also, within our ROW

department we developed a **Utility Matrix GIS Tool**.

This tool was designed to help track and update issues found within the Utility process during one of our major reconstruct projects. This tool has started UDOT to initiate the development of a Utility Database.

Our Design department has jumped into GIS and has been utilizing UPlan in

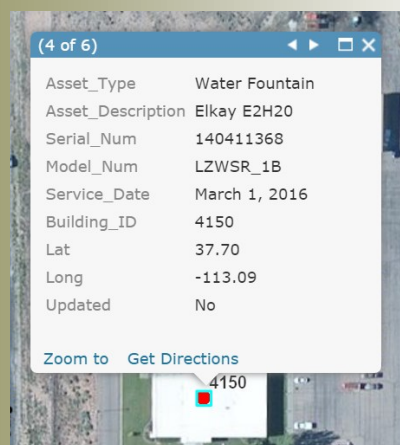


its Project Design Process. One of the most important things to be able to see in UPlan would be their Design Data. Our GIS department has helped develop converting **Design CADD into a Region Enterprise GIS tool**. Being able to push all design data into a GIS allows Project Managers, Designers, and Leadership to see during meetings what each design looks like. This tools has moved into Centrals GIS project list by developing the process to accommodate consultants delivering GIS for Design Data in GIS.

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Region 4 GIS department also accommodates non ROW/Design GIS request. Our Facility Management Department needed to find a way to help track maintenance on building assets.

We developed a **Facility Management Tool** to do just that. This tool uses GIS technology to help manage and track those assets.



There is continued development for this tool but will soon have a push/email notification sent out to notify station supervisors of upcoming

maintenance.

Region 4 GIS Department is always looking at new GIS technology to help share our

vision. One new tool is called **Story Maps**.

Story maps harness the power of our vi-

sion. These

apps are en-

gaging and

help tell our

story by cre-

ating com-

pelling in-

depth narra-

tives to pre-

sent to our audience. It makes it easy for

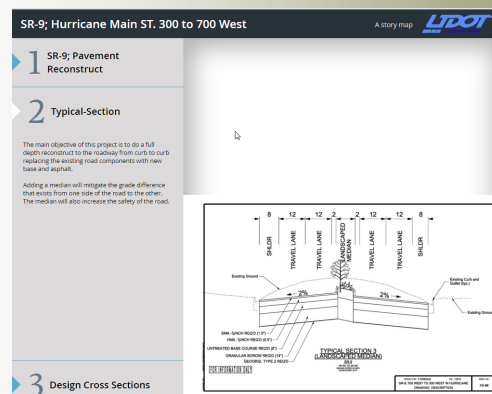
us to tell our story by combining authorita-

tive maps with text, images, and media

content. *Region 4 has been developing the*

*process to publish Corridor Studies to this*

*format.*



We would like to invite you to tour our

UPlan maps and apps at

[www.uplan.maps.arcgis.com](http://www.uplan.maps.arcgis.com)





# UDOT R-4 Wellness Council

Promoting Healthy Lifestyles Today, Tomorrow, and for Retirement  
By Randall Taylor

**BIG NEWS: TREMENDOUS PARTICIPATION** in the Region 4 Weight Loss Competition. There are 45 employees registered and others are unofficially participating by taking up the challenge for improvements. Anyone can still participate officially or otherwise. The desire is that this will be a healthy and a rewarding experience of long term changes, rather than short term privation followed by regaining weight – **No Way!!**

- ♦ Make water a good friend.
- ♦ Be careful of hidden sugars such as in sports drinks, sodas, fruit punches, chocolate milk, cereal – read labels to see the ingredients. Honey is better than sugar. Use in moderation.
- ♦ Eat slowly and enjoy good food, rather than gulping down too much. It takes time for the stomach to communicate to the mind that it's full and chewing aids digestion.
- ♦ We spend much of our lives sitting at the desk or driving. The tendency is to become bent over as we grow older. It is important to sit with shoulders pulled back, looking straight ahead at the screen, keep feet in front, and arms at the right elevation so the key board is near level (rather than reaching downward).
- ♦ Walking helps spine health. Walking action pumps fluid back into compressed disk and can make one a little taller, besides aiding recovery from long sitting periods.



Exercise equipment has been acquired for the new Purgatory exercise room. Anyone can use these facilities when in the area. The Region continues to take small steps forward.



besides the desire for quality living.

**SUMMARY FROM UTAH WORKSITE WELLNESS CONFERENCE** - Rick Torgersen and Randy Taylor attended the Utah Worksite Wellness Conference at UVU in early March. It's interesting to catch a glimpse of the importance public and private employers are placing on employee wellness. Health costs are huge in dollars and productivity – be-

It was noted that people support what they help to create. Your ideas are important to us. The Wellness Council would particularly like to reach out to wide spread employees from Bluff to Delta. What are some small steps we can take? Pictures and emails describing what you're doing would be great. Ideas are important. Wellness will be on the agenda for Station Road Review visits.